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- C: SC: It is our job to see where the transportation needs to be met and to think about opportunities we wouldn't have seen otherwise. That's our job.
- C: PM: To reiterate- it might be useful in the follow up meetings to have a really critical look at mapping of context. We all would be able to see the opportunities for open space linkages and where they should fall if you had a pretty good sense of what was happening in the north with the IMP, what's happening on the west side with the New Balance. These are big pieces that guide these fits. Examining those aspects in that larger context needs to happen every time. We need to see visuals that help us have that discussion.
- C: HM: To what Steve and Jessica are both saying, one other piece that we didn't talk about tonight is over the turnpike itself. You did have an image that we gave short shrift. We didn't have any time to be discussing it tonight but this is a great thing to be discussing. But on the subject of if the highway gets built, what gets precluded without any decking above it, how do you mitigate all the air and noise pollution impacts on both neighborhoods to the north and south and how do you create open space connections from the neighborhood and from the new site to the river? They're doing it in Dallas and St. Louis, all the cities doing decking over highways. We know it's a lot easier to do before the highway opens than after. We should think about that same spirit with what you're showing there. You're showing it a bit to the left, almost outside the project area?
- C: SC: There are places in San Diego, I worked on a project a long time ago, the bridges that go across the highways are really broad and have gardens and great space. You wouldn't know they were a bridge when you drive across them. There are all kinds of ways to do this. We're suggesting any of these are a proposal. If you add them all up, there's no development at all, it's all open space. But the point is we can look at unusual spaces to enhance the area. So thanks for responding to that.
- C: HM: So I'm also imagining if you went over the Cambridge Street overpass towards the river and you could turn right and basically go over the highway straight to the river, who knows how exactly, but that's an interesting area we could have a conversation about.
- C: WL: In the next meeting we'll be talking about connections, but I think the conversation tonight about the green line junction, we made a point about actually showing the context. We need a bigger map and probably on the screen.
- C: SC: We will definitely have slides next time.
- C: WL: I think that would be really helpful for the ways we're talking about connections regionally.

C: NNG: I have a question and I know we want to be respectful of everybody's time- I had this scheduled for 5 to 7. Steve and Josh, you pose a question about more a central park. I don't think you intended to propose it as exclusive but additive to the park. We didn't really get a chance to talk about it but the question I have is whether that is an idea that captures anyone's imagination and should also be a part of this?

C: GM: I want to touch on that. Where is the central location? It's hard to think of this project as anything but transportation because that's the lens we've been allowed to look at it from up to this point. It's also hard to have a central part of the project because it's not going to be developed on our timeline so we don't really have a say on when things get plopped down so we don't get to say where we'd like to have a plaza or a fountain or land uses. We can't talk about that. We've been viewing this as how to get around. I think that's why the Charles River has become such a focal point because it's a resource that we have, that we know works; that we know we are cut off from, and that we can tangibly think of drawing on everything. We know it's a problem that needs to be addressed. It's hard to ask if there can be a central park to even look at this triangle of scale.

That said, West Station could be, if it becomes what it should be, that center, Porter Square-style draw where the commuter rail, red line and buses connect. Transportation would drive the central park. If they build like they build the New Balance station, it's not going to be a central draw. It's going to be a waste of time for people waiting to get out to Worcester. If there are connections and it's decked over, than that becomes the draw. Otherwise, we're all looking at the river.

C: DG: That's what our alternatives could do. Essentially, we don't know. There could be fundamentals that are part of our alternatives. If you think about taking advantage of what you have, the connections to it, along those connections into the neighborhood, then we could begin to look at how various secondary systems are brought in over time. We could look into those systems and getting out to the river. We can try to understand different ways that can play out on the basic arbiter of getting to the river.

C: SC: In this case, the notion of an iconic central space is a little hard to figure out and may be tough with the edges we have. And that's ok. In Portland, they have these relatively small blocks, 200 feet by 200 feet. Typical office buildings use about 25,000 square feet so you can fit two office buildings on the same block and they have this left over space. When they have one block that is open, there is a 200 square foot open space surrounded by other development and that seems to work too. It becomes kind of an orienting part of it. It seems to me that a central park orientation in this area fits.

C: AM: I feel like we have two examples. I use to live in Chelsea. In East Boston there is the Piers Park area with a small park and the docks stretching out into the harbor. A friend of mine got married there. It's used for all these different uses all the time. That part of the neighborhood has been getting more expensive recently. But you also have the airport park by the blue line where there is more low-income housing but also a big condo building. That part of the neighborhood is very immigrant heavy. There's

this beautiful green space with a train station, the major T station on one of the most efficient lines we have with major bus connections and access to the airport. So we do have good examples in the city of good community space that doesn't have a central park scale.

- C: HM: To answer your question, it's going to be loud and noisy and will have cars around those middle blocks no matter how much they reduce those lanes. Whether it's 7 or 4 lanes. Cambridge Street South and Stadium Way is still going to be a noise area. Give me a choice of whether to have my wedding on Cambridge Street South or along the Charles River? Do you want to have a picnic on the banks of the river where at least there's no noise coming from the river itself? If you live on Ashford Street, there are no pocket parks. Going to the river you can make a big enough space where it's more than just a bike path or walking path with views. It's infinitely nicer than being next to the Mass Pike and a rail yard.
- C: AM: If you look at the existing green space assets in Allston you'll find there are significantly less in this community than in an institutional use. We're virtually inaccessible because of Soldier's Field Road. One of the major themes that has come out of this process is connecting north and south. I think west station provides a really interesting opportunity to address some of the need for green space and open space on that south side of the pike and providing really vibrant connections. Hopefully you can work on that in addition to an excellent river edge.
- C: DG: That's a great segue to our next topic. We would love to make sure everyone knows when the next meeting will be, two weeks from now, we'll get a date out as soon as we can. When you get that email, please RSVP so we can get an idea of numbers. Thank you all for coming; this was helpful for us to hear. We knew what the hot topic was and we're leaving knowing just how hot that topic is.
- C: GM: Did we thank you yet, BRA and Cecil Group for putting all of this together? I thought we had a really good conversation. I wish the project team had stuck around to hear all of it so I hope the notes get to them.
- C: DG: Meeting notes will be a part of everything as well.
- C: GM: We need more eyes and brains on this so it's really good to have your team here.

## **Next Steps**

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The next task force meeting will be held at 5:00 PM on Wednesday, January 20<sup>th</sup>, 2016 at the Fiorentino Community Center located at 123 Antwerp Street, Allston. This session will again feature the BRA and its consultant, the Cecil Group, as the featured guest speaker on place-making. DOT and elements of its team will be there to answer any transportation questions which arise and document the meeting, however, the presentation made and focus of discussion will be on the BRA place-making effort. All task force sessions are open to the public.

## Appendix 1: Meeting Attendees

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First Name	Last Name	Affiliation
Galen	Allis	HSH
Jorge	Briones	MBTA
Nathaniel	Cabral-Curtis	HSH
Chris	Calnan	Tetra Tech
Steve	Cecil	Cecil Group
Paola	Ferrer	Resident
Josh	Fiela	Cecil Group
James	Gillooly	Boston Transportation Department
Anabela	Gomes	Brighton Allston Improvement Association
David	Grissino	BRA
Karl	Haglund	Department of Conservation and Recreation
Bruce	Houghton	Houghton Chemical
Jim	Hynes	Resident
Ed	Ionata	Tetra Tech
Barbara	Jacobson	MassBike
Wendy	Landman	Walk Boston
Skip	Lauren	CSS
Elizabeth	Leary	Boston University
Oscar	Lopez	Office of Representative Honan
David	Loutzenheiser	MAPC
Amy	Mahler	Mayor's Office of Neighborhood Services
Clancy	Main	Office of City Councilor Ciommo
Pallavi	Mande	CRWA
Tom	Nally	A Better City
Michael	O'Dowd	MassDOT
Carol	Ridge-Martinez	Allston/Brighton CDC
Stefanie	Seskin	Boston Transportation Department
Robert	LaTremouille	Friends of the White Geese
Renata	Von Tscharnier	Charles River Conservancy

Brent	Whalen	Resident
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